

Selwyn District Council Interim Speed Management Plan

2024–2027 — 3 Year Plan





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Plan Information

Road controlling authority or regional transport committee	Selwyn District Council (Road Controlling Authority for local roads in the Selwyn District)
Submitted by	Selwyn District Council Road Safety Team
National Land Transport Programme (NLTP) period	March 2024 to July 2027 3rd year 21–24 NLTP and 24–27 NLT

Pre-submission Checklist

Complete this checklist following completion of the plan, prior to submitting for certification.

Category	Confirmation	Clause^	Yes/No
Public consultation complete	Consultation for this speed management plan has been carried out in accordance with the Land Transport Rule Setting of Speed Limits 2022, clause 3.9	3.11(1)(a)	Yes
Plan content check	Includes objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.	3.8(1)(a)	Yes
	Includes an explanation of how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy.	3.8(1)(b)	Yes
	Include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.	3.8(1)(c)	Yes
	Includes an implementation programme for at least 3 financial years from the start of the plan which sets out changes to speed limits and safety infrastructure on the relevant roads, and the timeframe within which each change will occur in.	3.8(2)(b) (i-ii)	Yes
	Identifies all speed limits of 70km/h and 90km/h subject to review.	3.11(1)(b)(ii)	Yes
	Identifies all roads outside schools for which changes to speed limits are needed in order to set speed limits.	3.11(1)(b)(iii)	Yes
	Includes an explanation for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road.	3.8(2)(e)	Yes
	Includes comment on any review relevant to the roads or region that has been completed since the previous plan published.	3.8(2)(f)	N/A

^ The clauses are from the Land Transport Rule: Setting of Speed Limits 2022.

Selwyn Speed Management Background

The Selwyn District Council recently prepared and consulted on a Full Speed Management Plan (FSMP), covering our 10-year vision, objectives, and principles. The link below may be used to review the original FSMP and relevant consultation.

yoursay.selwyn.govt.nz/speedmanagement

Following communication from the Minister of Transport on the 12th of December 2023, progress on the implementation of that FSMP was placed on hold by Council, pending confirmation of future legislative amendments to the Setting of Speed Limits Rule 2022 and subsequent process for speed management plans.

Selwyn District has reached a stage that we must progress some aspects of our FSMP, prior to the above clarity being provided.

This Interim Speed Management Plan (ISMP) outlines the Selwyn District Council's intentions to manage speeds on our network during the interim period, pending updated communications from the Minister of Transport outlining any amendments to the Setting of Speed Limits Rule 2022.



Speed Management Plan Content

10-year vision: Objectives, strategic alignment, and whole-of-network approach

1. Describe objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.

The Selwyn District Council ISMP covers a 3-year period to manage safe speeds around schools, network critical locations and new developments within the district. The interim period will allow Selwyn to progress any necessary speed reductions in a measured approach, until the new Setting of Speed Limits rule is released and enacted.

Interim Speed Management Plan Objectives:

1. **Reduce speeds around all Selwyn Schools to variable 30km/h.**
2. **Reduce speeds at network critical locations.**
3. **Set appropriate speed limits for new developments.**

These objectives will also sit within our future FSMP, allowing us to build a long-term vision.

Objective Implementation:

1. **Reduced speeds around all Selwyn schools**, the intention is to have the majority of this completed by the end of the financial year 2024.
2. **Network critical speed reductions** will be completed in conjunction with the local road improvements programme during the 24–27 NLTP.
3. **New development areas** will have appropriate signage and marking applied at the time of construction. These will then be certified accordingly into the National Speed Limit Register (NSLR), as required.

This ISMP has been submitted for approval to cover an interim 3-year period, until clarification is received from the Minister of Transport, and an updated FSMP is progressed.

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2. Demonstrate consistency with the road safety aspects of the Government Policy Statement (GPS) on land transport and any other government road safety strategy.

At the time of writing this plan, the objectives contained in this ISMP are consistent with the current road safety aspects of the GPS and all other National, Regional and District strategies including Road to Zero.

The Governments new GPS and review of Road to Zero strategies are still in draft format and have not been disseminated for review at this stage.

It is anticipated that the objectives outlined in this ISMP will be consistent with the new GPS and other strategic updates.

In relation to Setting of Speed Limits Rule 2022, Section 3.11(1)(b)(ii), Selwyn District currently has no 90km/h or 70km/h speed limits on the network and has no intention of installing these limits.

3. Describe how a whole-of-network approach to changing speed limits, safety infrastructure is considered in this plan.

All schools on the Selwyn network will receive speed limit treatments according to their categorisation. These speed reductions will be further supported by approved infrastructure such as raised platforms and other traffic calming measures.

Additional engineering will be assessed and implemented on a priority risk basis across the network as funding allows. These interventions will be designed and recommended on a case-by-case basis according to the specific location.

Selwyn has network critical locations that have upgrades programmed for the 24-27 NLTP, these are dependent on a reduction in speed limits at specific locations, such as intersection speed zones and roundabouts.

Providing consistent speed limits across the whole-of network requires the ability to manage speeds proactively. The urban growth of Selwyn is the fastest in the country, new developments need to be documented and certified within the National Speed Limit Register (NSLR) at the appropriate speed limit.

3-Year Implementation Programme

4. Speed Limits

Speed limits around schools will be reduced to variable 30km/h through a variety of approved signage, including static variable signs with subplates indicating the speed reduction time and electronic variable speed signs where legislated.

Signage at school reduction locations will be installed in accordance with the Land Transport Rule Traffic Control Devices 2004. It is the intention of SDC to use static variable signs in lieu of electronic variable signs until sufficient stocks of electronic signs are obtained.

Network critical locations and new development areas will have standard speed limit signs and markings depicting the required speed limit.

Maps relating to specified reductions are located at the rear of this document as per below appendices:

1. Appendix A — School Speed Reductions
2. Appendix B — Network Critical Locations

The following tables document the intended reductions based on school and location.

5. School Speed Reductions

Funding for these reductions is immediately available until the end of the 21–24 NLTP, it is anticipated that these reductions will primarily be completed using the available funding within the 21–24 NLTP.

Table 1 — Speed limits around schools

School name	Category	Further Information
Ararira Springs Primary — Te Puna o Ararira	1	Reduction to variable 30km/h
Broadfield School	1	Reduction to variable 30km/h
Burnham School — Te Kura o Tiori	1	Reduction to variable 30km/h
Clearview Primary	1	Reduction to variable 30km/h
Darfield High School	1	Reduction to variable 30km/h
Darfield School	1	Reduction to variable 30km/h
Dunsandel School	1	Reduction to variable 30km/h
Ellesmere College	1	Reduction to variable 30km/h
Glentunnel School	1	Reduction to variable 30km/h
Greendale School	1	Reduction to variable 30km/h
Hororata School	1	Reduction to variable 30km/h
Kirwee Model School	1	Reduction to variable 30km/h
Ladbrooks School	1	Reduction to variable 30km/h
Leeston School	1	Reduction to variable 30km/h
Lemonwood Grove School	1	Reduction to variable 30km/h
Lincoln High School	1	Reduction to variable 30km/h
Lincoln Primary School	1	Reduction to variable 30km/h
Prebbleton School	1	Reduction to variable 30km/h
Rolleston Christian School	1	Reduction to variable 30km/h
Rolleston College	1	Reduction to variable 30km/h
Te Ahi Kaikomako Rolleston School	1	Reduction to variable 30km/h
Sheffield Contributing School	1	Reduction to variable 30km/h
Southbridge School	1	Reduction to variable 30km/h
Springfield School	1	Reduction to variable 30km/h
Springston School	1	Reduction to variable 30km/h
Tai Tapu School	1	Reduction to variable 30km/h
Te Rōhutu Whio	1	Reduction to variable 30km/h
Waitaha School	1	Reduction to variable 30km/h
Weedons School	1	Reduction to variable 30km/h
West Melton School	1	Reduction to variable 30km/h
West Rolleston Primary School	1	Reduction to variable 30km/h
Windwhistle School	1	Reduction to variable 30km/h

6. Network Critical Locations

Funding for the infrastructure required at these locations has been sought in the 24-27 NLTP, local share has been committed for these infrastructure projects and associated speed reductions.

It is anticipated that, should these projects remain aligned with the pending GPS, that these reductions will be completed during the 24-27 NLTP period.

Approval of this ISMP will allow the ability to introduce future speed limit reductions where new critical sites are identified as the network, and its use, changes.

Proposed speed limits have not been adjusted to reflect safe and appropriate speeds, in anticipation of legislative amendments to the Setting of Speed Limits Rule 2022.

The table below identifies the current network critical sites.

Table 2 — Speed limit changes

Road/Area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Implementation timeframe	Further information
Aylesbury/Wards Road, Burnham	100km/h	60km/h — Variable	24-27	Intersection Speed Zone
Bealey/Wards/ Telegraph Road, Darfield	100km/h	60km/h — Variable	24-27	Intersection Speed Zone
Creyke Road, Darfield	100km/h	60km/h — Permanent	24-27	Intersection Upgrade
Dawsons/Jones Road, Rolleston	60km/h	60km/h — Permanent	24-27	Roundabout — Match existing signage of 60km/h
Ellesmere/Lincoln Tai Tapu Road, Lincoln	80km/h	50km/h — Permanent	24-27	Roundabout
Maddisons/Curraghs Road, Rolleston	80km/h	60km/h — Variable	24-27	Intersection Speed Zone
Runners Road, Burnham	100km/h	60km/h — Permanent	24-27	NZUP Roundabout
Selwyn Road/Lincoln Rolleston Road, Rolleston	80km/h	60km/h — Permanent	24-27	Roundabout
Selwyn Road/Springston Rolleston Road, Rolleston	80km/h	50km/h — Permanent	24-27	Roundabout
Selwyn/Dunns Crossing Road, Rolleston	80km/h	50km/h — Permanent	24-27	Roundabout
Selwyn/Robinsons Road, Rolleston	80km/h	60km/h — Variable	24-27	Intersection Speed Zone
Shands/Boundary Road, Rolleston	100km/h	60km/h — Variable	24-27	Intersection Speed Zone
Shands/Hamptons Road, Prebbleton	80km/h	60km/h — Permanent	24-27	Roundabout
Shands/Trents Road, Prebbleton	80km/h	60km/h — Permanent	24-27	Roundabout

Road/Area	Existing speed limit (km/h)	Proposed speed limit (km/h)	Implementation timeframe	Further information
Southbridge Leeston/ Feredays Road, Leeston	100km/h	60km/h — Variable	24–27	Intersection Speed Zone
Springs/Hamptons Road, Prebbleton	80km/h	60km/h — Permanent	24–27	Roundabout
Springston Rolleston/ Waterholes Road, Rolleston	100km/h	60km/h — Variable	24–27	Intersection Speed Zone
Trices/Longstaffs/ Whincops Road, Prebbleton	80km/h	50km/h — Permanent	24–27	Roundabout
Walkers Road, Burnham	100km/h	60km/h — Permanent	24–27	NZUP Roundabout
Trices/Tosswill Road, Prebbleton	80km/h	50km/h — Permanent	24–27	Roundabout
Walkers Road, Burnham	100km/h	60km/h — Permanent	24–27	NZUP Roundabout
Birches Road, Prebbleton	80km/h	60km/h — Permanent	24–27	New Development
Creyke Road, Darfield	100km/h	60km/h — Permanent	24–27	Urban Residential Expansion
Dunns Crossing Road, Rolleston	60km/h	50km/h — Permanent	24–27	Urban Residential Expansion
East Maddisons Road, Rolleston	60km/h	50km/h — Permanent	24–27	Urban Residential Expansion
Goulds Road, Rolleston	80/60km/h	50km/h — Permanent	24–27	Urban Residential Expansion
Leadleys Road, Prebbleton	80km/h	60km/h — Permanent	24–27	New Development
Levi Road, Rolleston	60km/h	50km/h — Permanent	24–27	New Development
Lincoln Rolleston Road, Rolleston	60km/h	50km/h — Permanent	24–27	Urban Residential Expansion
Nobeline Drive, Rolleston	80km/h	50km/h — Permanent	24–27	Urban Residential Expansion
Selwyn Road, Rolleston	60km/h	50km/h — Permanent	24–27	Urban Residential Expansion
Telegraph Road, Darfield	100km/h	60km/h — Permanent	24–27	Urban Residential Expansion
Tosswill Road, Prebbleton	60km/h	50km/h — Permanent	24–27	Urban Residential Expansion
Trices Road, Prebbleton	60km/h	50km/h — Permanent	24–27	Urban Residential Expansion

7. Safety Infrastructure

Subsidised funding for these interventions has been submitted in the 24–27 NLTP application, local share has been committed for this infrastructure. It is anticipated that these projects will be implemented during the 24–27 NLTP provided funding within the new GPS supports this.

Table 3 – Safety infrastructure changes

Proposed Infrastructure	Proposed change	Year of commencement	Funding certainty	Further information
Selwyn schools – Speed reduction signs and road marking.	Installation of signs, road marking.	2024	Committed in 21/24 NLTP.	New road marking in accordance with the NZTA TCD Manual.
Traffic calming and crossing infrastructure around schools.	Installation of Raised platforms, kerb buildouts as required.	2024–2027	Local share committed.	Safe System approved installations.
Road signs and road marking at selected network critical locations.	Installation of updated speed limit signs as required.	2024–2027	Local share committed.	Updated speed limit markings and or infrastructure.

Options

All infrastructure will be NZTA Waka Kotahi & Safe System approved installations in accordance with all relevant manuals and guidance.

Selection process

The type of infrastructure recommended will be based on a case-by-case assessment of the location and circumstance according to Safe System principles and relevant best practice.

Prioritisation assessments around schools and other network locations have been completed, these assessments will determine implementation timeframe priority.



8. Other matters relating to speed management

Consultation has been conducted in accordance with clause 3.9 of the Setting of Speed Limit Rule 2022, this consultation was conducted on our FSMP. This ISMP has been prepared based on the FSMP principles, and public consultation results.

Mana whenua contribution

Iwi — Selwyn Council has communicated with local Iwi providing opportunity to engage with the speed management planning process and to explore areas of priority or concern through representatives of Te Taumutu Rūnanga and Te Ngāi Tūāhuriri Rūnanga, in accordance with Selwyn District Council processes.

Stakeholder engagement

Schools — Selwyn Council staff have maintained communications through various channels and meetings in-line with Setting of Speed Limits Rule 2022 expectations. They have been advised of speed limits to be implemented and potential infrastructure upgrades around schools within Selwyn.

Selwyn schools are supportive of speed limit reductions for the safety of all those associated with the school and surrounding communities. Most schools would prefer a permanent 30km/h reduction due to extracurricular activities that occur outside of school hours.

NZTA Waka Kotahi — SDC have maintained regular contact with NZTA Waka Kotahi, including discussions regarding consistency across routes and specific changes at schools on State Highways.

Stakeholder — Major stakeholders have been engaged with and are largely supportive of the principles and objectives documented within the FSMP. Primary concerns raised by stakeholders relate to extended journey time for freight and attributed cost increases.

The permanent speed reduction around schools as opposed to the variable speed option and the general lack of driver compliance with intersection speed zone variable speed limits were also raised as concerns.

Community engagement

Public consultation consisted of specific survey questions, free text feedback comments and an interactive map with drop pin functionality. A combined appreciation of the results indicated the following levels of public support for speed reductions.

Rural Reductions	
Feedback Comment — Opposed	70%
Feedback Comment — Support	4%
Survey Questions — Opposed	90%
Survey Questions — Support	10%
Pin Drop — Opposed	69%
Pin Drop — Support	31%

Urban Reductions	
Feedback Comment — Opposed	35%
Feedback Comment — Support	6%
Survey Questions — Opposed	70%
Survey Questions — Support	30%
Pin Drop — Opposed	40%
Pin Drop — Support	60%

Town Centre Reductions	
Feedback Comment — Opposed	33%
Feedback Comment — Support	10%
Survey Questions — Opposed	70%
Survey Questions — Support	24%
Pin Drop — Opposed	70%
Pin Drop — Support	30%

Unsealed Reductions	
Feedback Comment — Opposed	34%
Feedback Comment — Support	3%
Survey Questions — 80kph	78%
Survey Questions — 60kph	22%
Pin Drop — Opposed	55%
Pin Drop — Support	45%

School Reductions	
Feedback Comment — Opposed	30%
Feedback Comment — Support	20%
Pin Drop — Opposed	36%
Pin Drop — Support	64%

9. State Highway Components

Selwyn District has four schools affected by the State Highway Speed Management Plan (SHSMP). Regular contact and design interaction has been maintained throughout the planning process.

1. Darfield School
2. Windwistle School
3. Glentunnel School
4. Tai Tapu School

The objectives and intentions of this ISMP are consistent with the current SHSMP and the design around these schools.

Reference table

Rule requirements for plan content:

Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)

- (1) A plan must—
 - (a) set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
 - (b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport[#] and any Government road safety strategy;[†] and
 - (c) include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
- (2) A plan must also—
 - (a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
 - (b) include an implementation programme for at least 3 financial years from the start of the plan that sets out —
 - (i) the changes (if any) being proposed to (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply; and (B) safety infrastructure on the relevant roads; and
 - (ii) the timeframe within which each change is proposed to occur; and
 - (c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and
 - (d) in relation to schools, include—
 - (i) any content required by clause 5.2(4); and
 - (ii) any designation of a category 2 school; and
 - (iii) if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and
 - (e) include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies);[^] and
 - (f) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).

State highway speed management plan — clause 3.8(5)	Regional speed management plans — clause 3.8(6)
(5) A State highway speed management plan— (a) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and (b) may also include changes to safety cameras on roads that are not State highways.	(6) A regional speed management plan must— (a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and (b) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) relating to State highways in the region.
(7) A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.	
(8) A plan must be in the form (if any) set by the Agency. (Note that this template is not a required form, but an optional guide).	

Notes

New Zealand Government. 2020. [Government Policy Statement on Land Transport: 2021/22–2030/31](#). Wellington: Ministry of Transport

† New Zealand Government. 2019. [Road to Zero](#): New Zealand’s road safety strategy 2020–2030. Wellington: Waka Kotahi NZ Transport Agency.

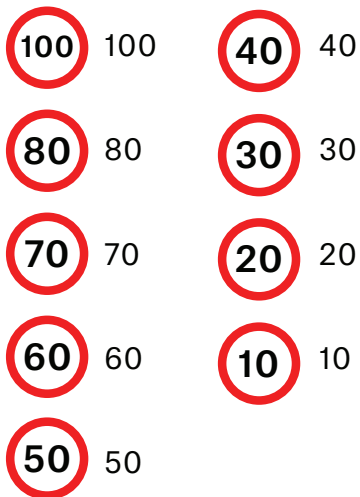
* A territorial authority must not publish a consultation draft territorial authority speed management plan if the regional transport committee has notified its intention to publish, within the next 28 days, a consultation draft regional speed management plan—the territorial authority must instead join in the process for a consultation draft regional speed management plan. (See clauses 3.5(2) and 12.10(3).)

^ Clauses 3.8(3) and 12.(4): A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Waka Kotahi confirmed assessment of what is the safe and appropriate speed limit for the road (a) where the proposed speed limit is 70km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 80km/h; (b) where the proposed speed limit is 90km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 100km/h; and (c) where the proposed speed limit is to a road outside a school and complies with section 5 of the rule.

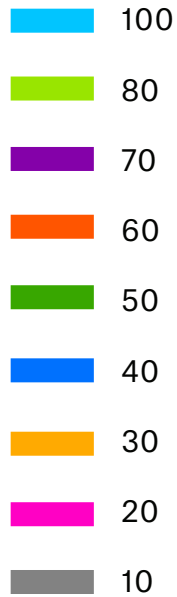
APPENDIX A – Indicative School Speed Reduction Maps



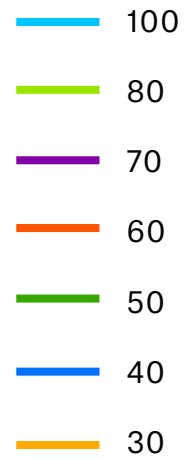
Permanent Speed Signs



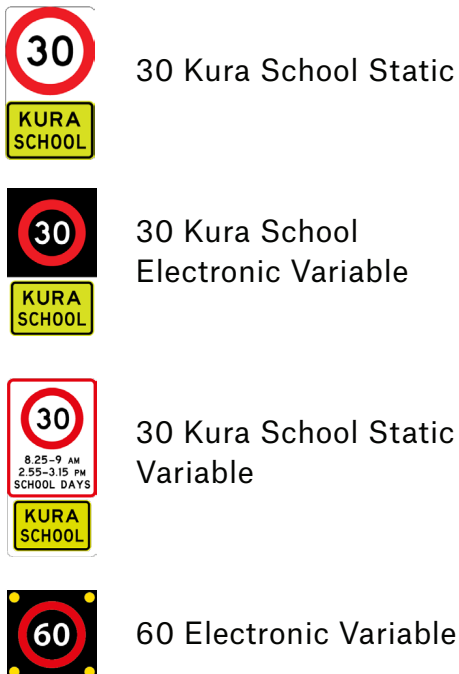
Proposed Permanent Speed



Current Permanent Speed



School and Variable Speed Signs



Proposed Variable Speed Dashed line



Ararira Springs Primary — Te Puna O Ararira

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Broadfield School

Default Speed: 80km/h

Pick up Drop off Times: 30km/h (Variable)



Burnham School – Te Kura o Tiori

Default Speed: 60km/h

Pick up Drop off Times: 30km/h (Variable)



Clearview Primary

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



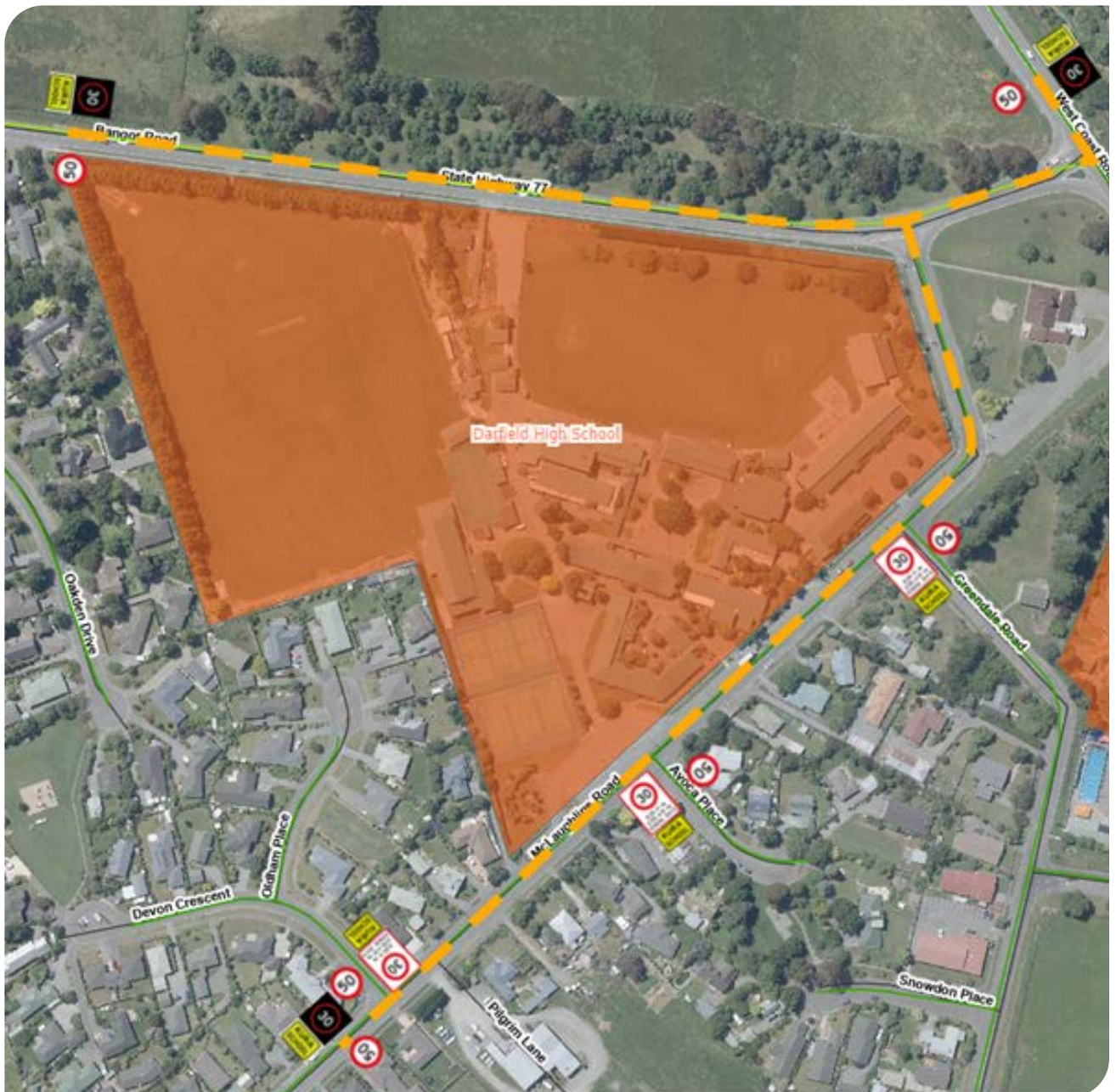
Darfield High School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)

State Highway – NZTA Waka Kotahi

– State Highway Interim Speed Management Plan



Darfield School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)

State Highway — NZTA Waka Kotahi
— State Highway Interim Speed Management Plan



Dunsandel School

Default Speed: 60km/h & 50km/h

Pick up Drop off Times: 30km/h (Variable)



Ellesmere College

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Glentunnel School

Default Speed: 60km/h

Pick up Drop off Times: 30km/h (Variable)

NZTA Waka Kotahi responsible

– State Highway Interim Speed Management Plan



Greendale School

Current Speed: 100km/h

Pick up Drop off Times: 30km/h (Variable)



Hororata School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Kirwee Model School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Ladbrooks School

Default Speed: 60km/h

Pick up Drop off Times: 30km/h (Variable)



Leeston School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Lemonwood Grove School

Default Speed: 50km/h

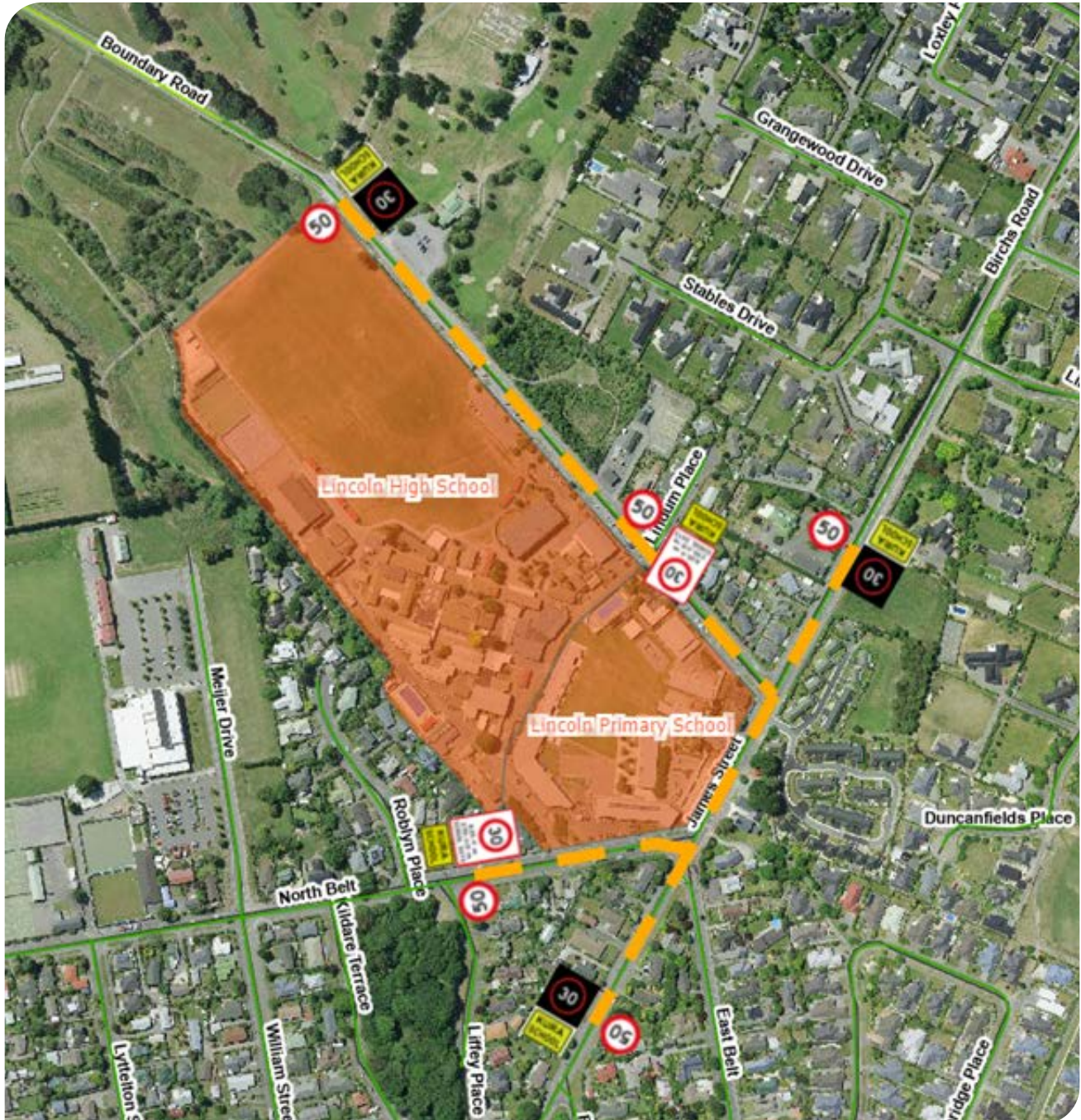
Pick up Drop off Times: 30km/h (Variable)



Lincoln High School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Lincoln Primary School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Prebbleton School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Rolleston Christian School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Rolleston College

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Te Ahi Kaikomako Rolleston School

Default Speed: 30km/h

No Change remains permanent 30km/h.



Sheffield Contributing School

Default Speed: 60km/h & 50km/h

Pick up Drop off Times: 30km/h (Variable)



Southbridge School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Springfield School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Springston School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Tai Tapu School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)

NZTA Waka Kotahi responsible

— State Highway Interim Speed Management Plan



Te Rohutu Who

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Waitaha School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Weedons School

Default Speed: 80km/h

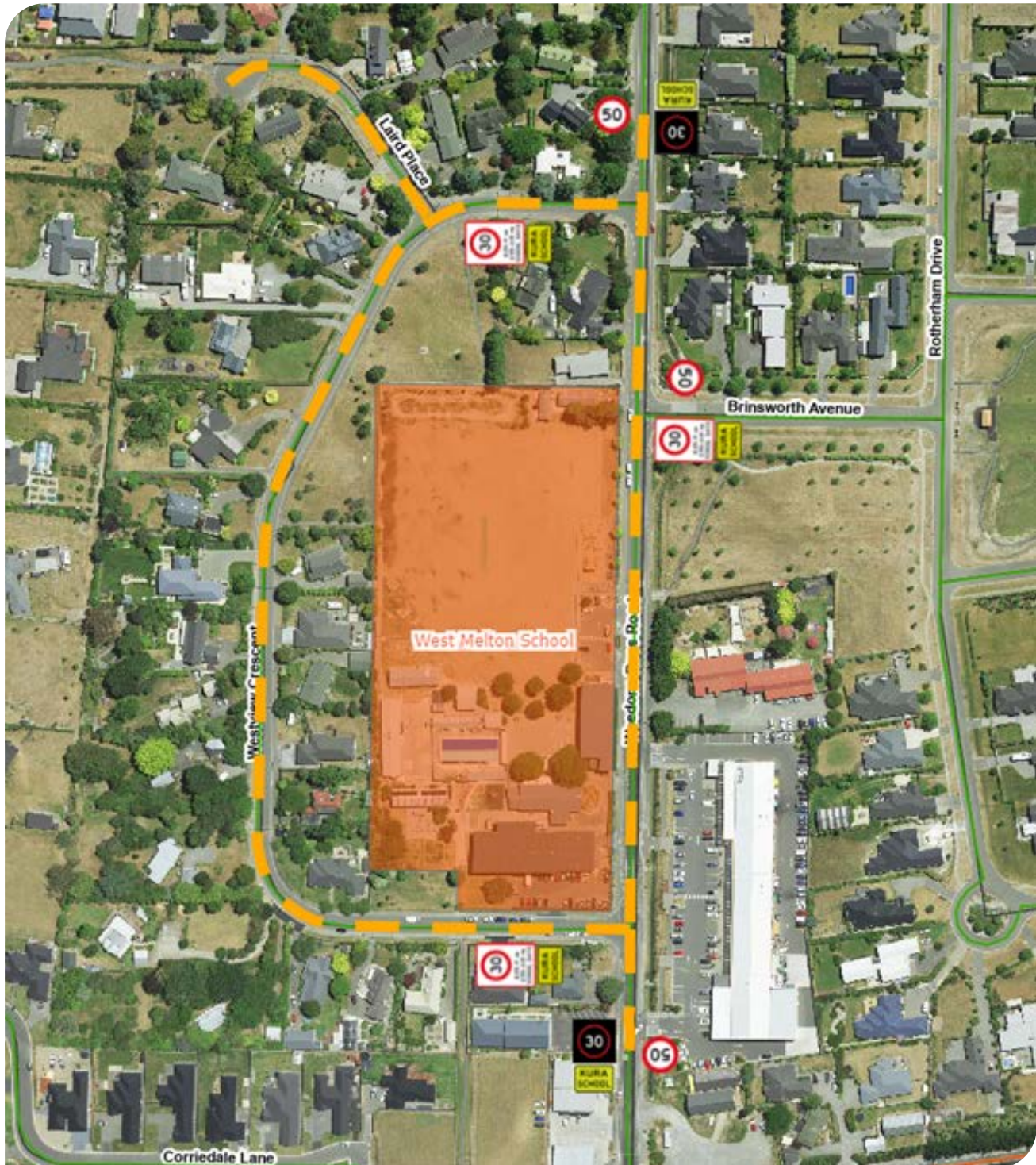
Pick up Drop off Times: 30km/h (Variable)



West Melton School

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



West Rolleston Primary

Default Speed: 50km/h

Pick up Drop off Times: 30km/h (Variable)



Windwhistle School

Default Speed: 100km/h

Pick up Drop off Times: 30km/h (Variable)

NZTA Waka Kotahi responsible

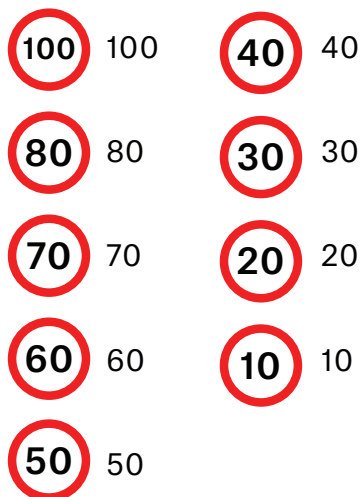
— State Highway Interim Speed Management Plan



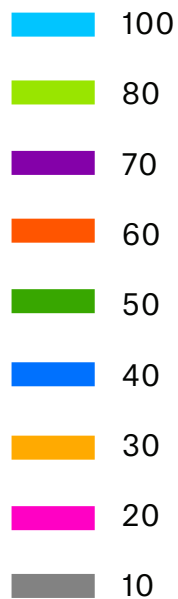
APPENDIX B — Indicative Network Critical Locations



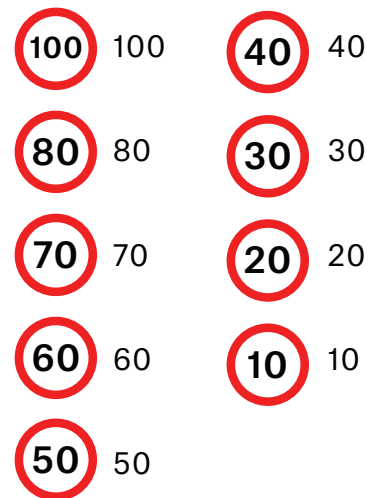
Permanent Speed Signs



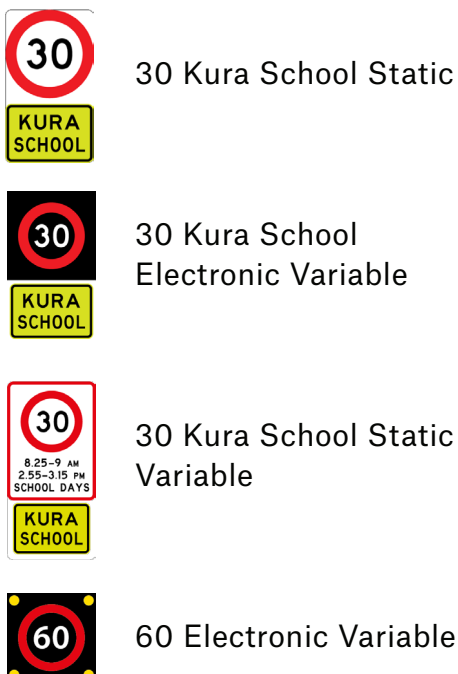
Proposed Permanent Speed



Current Permanent Speed



School and Variable Speed Signs



Proposed Variable Speed Dashed line



Te Pā Moki Marae

Default Speed: 60km/h

Manually Operated 15min periods: 30km/h (Variable)



Aylesbury Road/Wards Road, Burnham

Default Speed: 100km/h

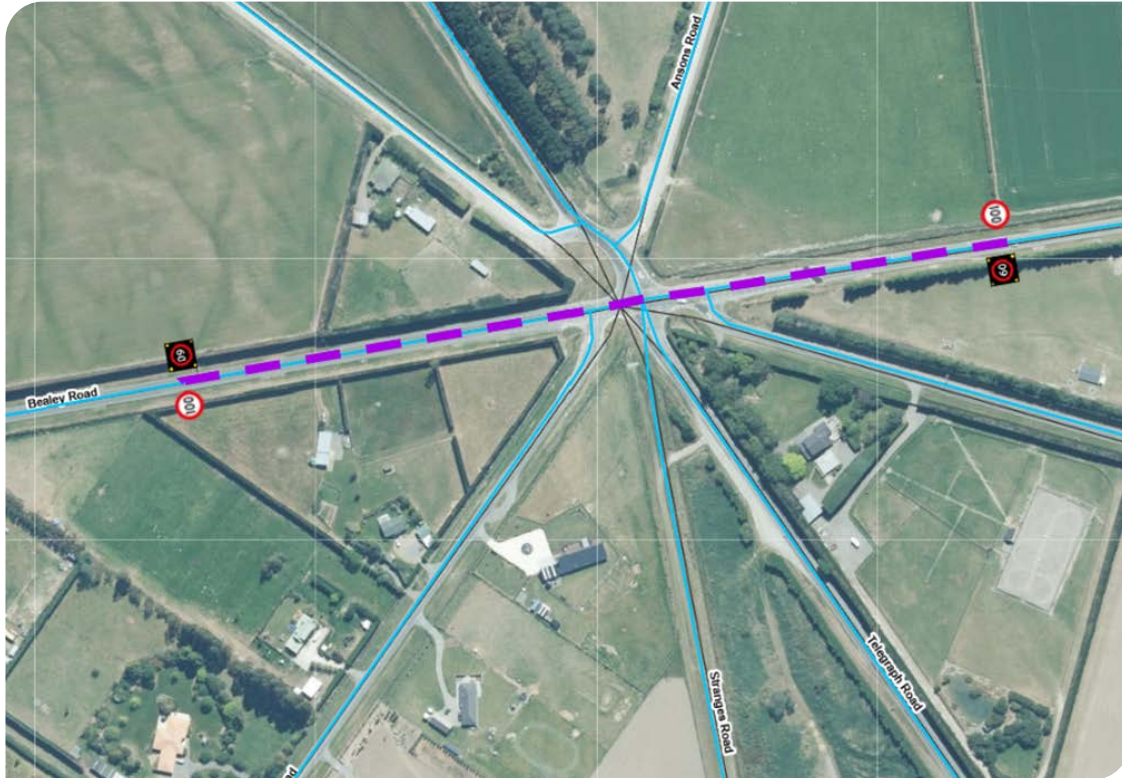
Variable 60km/h



Bealey/Wards/Telegraph Road, Darfield

Default Speed: 100km/h

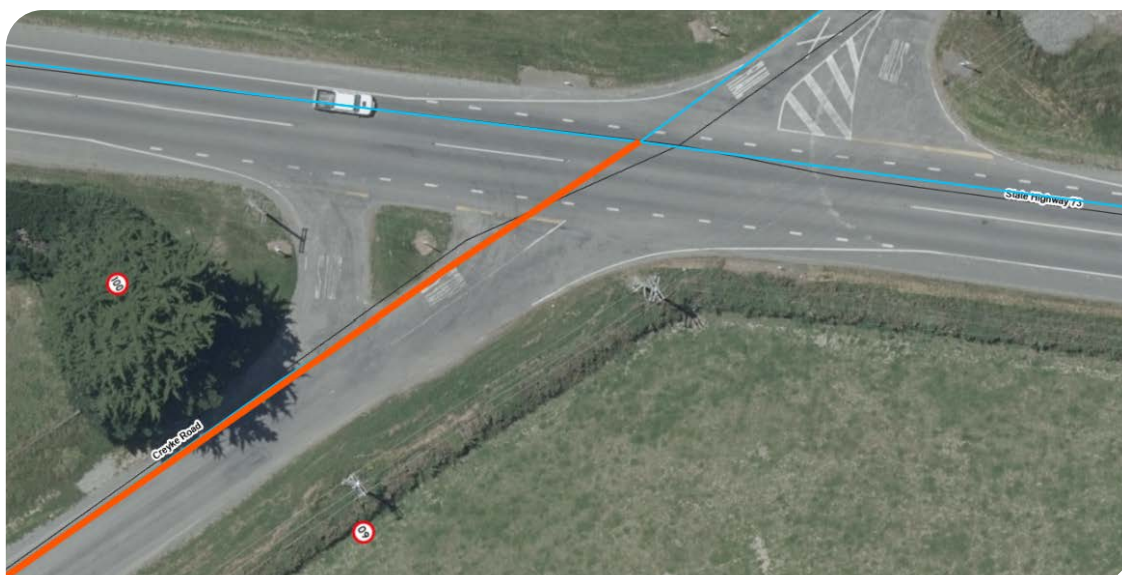
Intersection Speed Zone: Variable 60km/h



Creyke Road Road/SH 73, Darfield

Current Speed: 100km/h

Intersection Upgrade: Permanent 60km/h



Dawson/Jones Road, Rolleston

Current Speed: 60km/h

Existing Roundabout: Permanent 60km/h

— Update NSLR to reflect current speed limit.



Ellesmere/Lincoln Tai Tapu Road, Lincoln

Current Speed: 80km/h

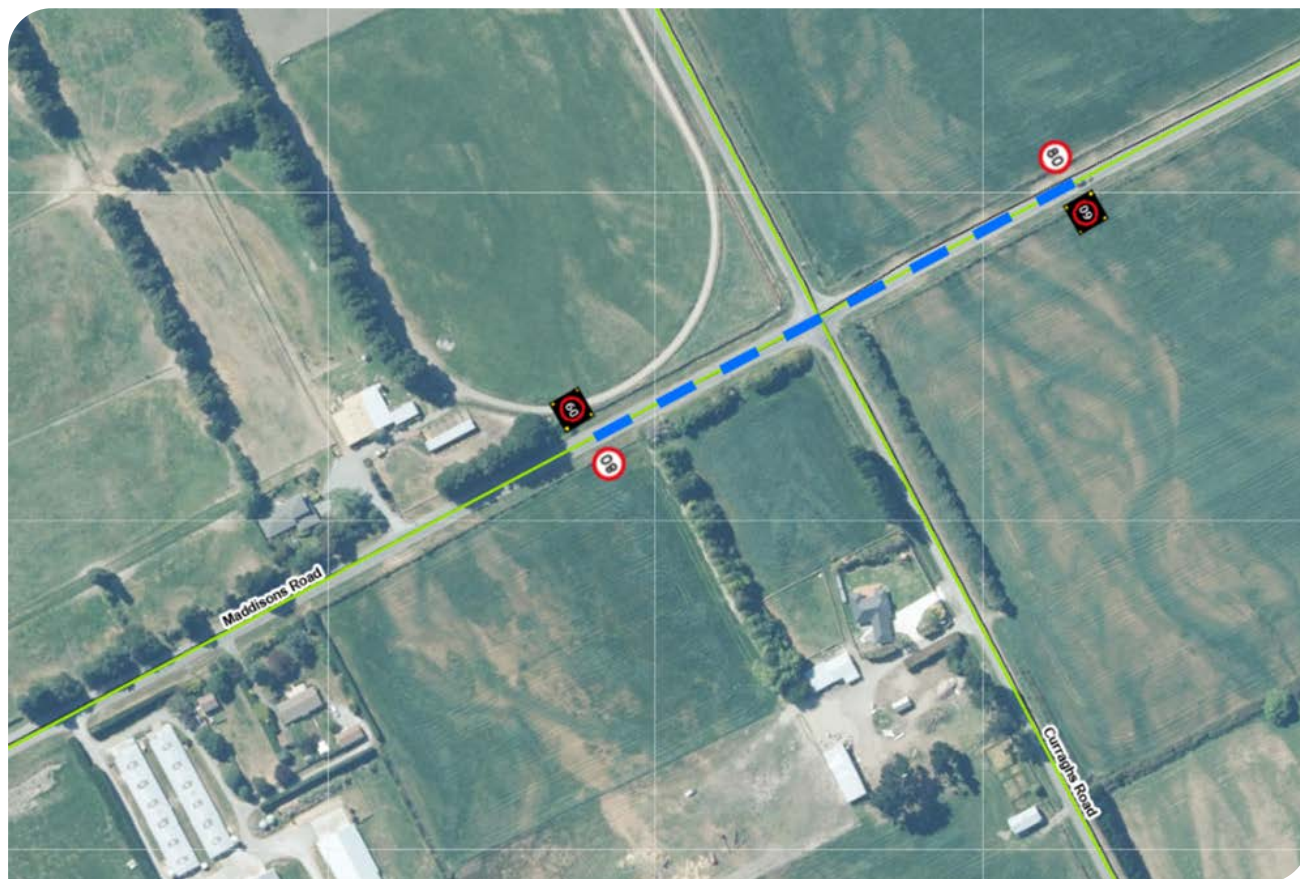
Roundabout Upgrade: Permanent 50km/h



Maddisons/Curraghs Road, Rolleston

Default Speed: 80km/h

Intersection Speed Zone: Variable 60km/h



Runners Road, Burnham

Current Speed: 100km/h

Roundabout Upgrade: Permanent 60km/h



Selwyn/Lincoln Rolleston Road, Rolleston

Current Speed: 80km/h

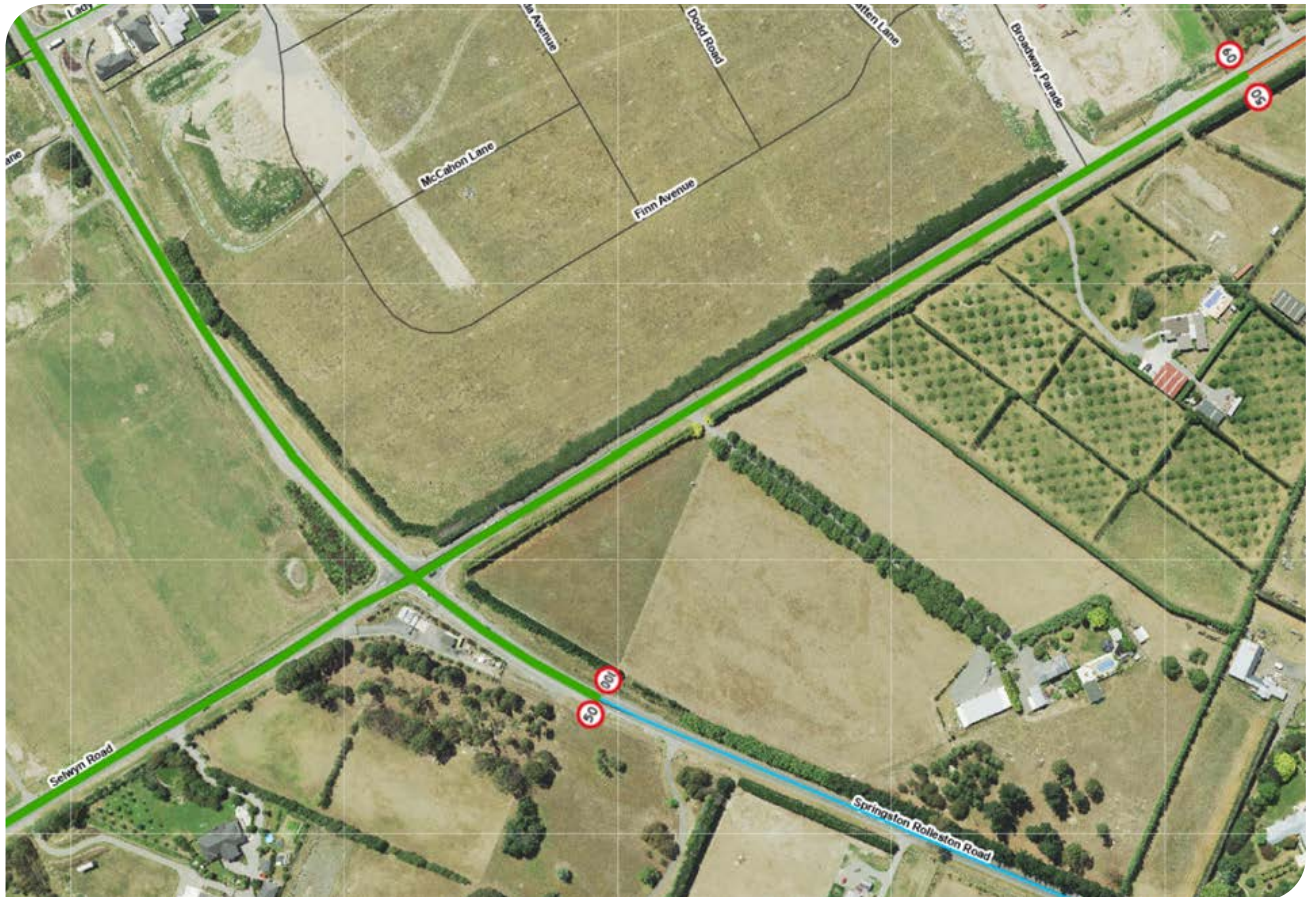
Roundabout Upgrade: Permanent 60km/h



Selwyn/Springston Rolleston Road, Rolleston

Current Speed: 80km/h

Roundabout Upgrade: Permanent 50km/h



Selwyn/Dunns Crossing Road, Rolleston

Current Speed: 80km/h

Roundabout Upgrade: Permanent 50km/h



Selwyn/Robinsons Road, Rolleston

Default Speed: 80km/h

Intersection Speed Zone: Variable 60km/h



Shands/Boundary Road, Rolleston

Default Speed: 100km/h

Intersection Speed Zone: Variable 60km/h



Shands/Hamptons Road, Prebbleton

Current Speed: 80km/h

Roundabout Upgrade: Permanent 60km/h

Shands/Trent Road, Prebbleton

Current Speed: 80km/h

Roundabout Upgrade: Permanent 60km/h



Southbridge Leeston/Feredays Road, Leeston

Default Speed: 100km/h

Intersection Speed Zone: Variable 60km/h



Springs/Hamptons Road, Prebbleton

Current Speed: 80km/h

Roundabout Upgrade: Permanent 50km/h



Springston Rolleston/Waterholes Road, Rolleston

Default Speed: 100km/h

Intersection Speed Zone: Variable 60km/h



Trices/Longstaffs/Whincops Road, Prebbleton

Current Speed: 80km/h

Roundabout Upgrade: Permanent 60km/h



Trices/Tosswill Road, Prebbleton

Current Speed: 80km/h & 60km/h

Roundabout Upgrade: Permanent 50km/h



Walkers/SH1, Rolleston

Current Speed: 100km/h

NZUP Roundabout & Industrial Zone Expansion: Permanent 60km/h



Birches Road, Prebbleton

Current Speed: 80km/h

Urban Development: Permanent 60km/h



Creyke Road, Darfield

Current Speed: 100km/h

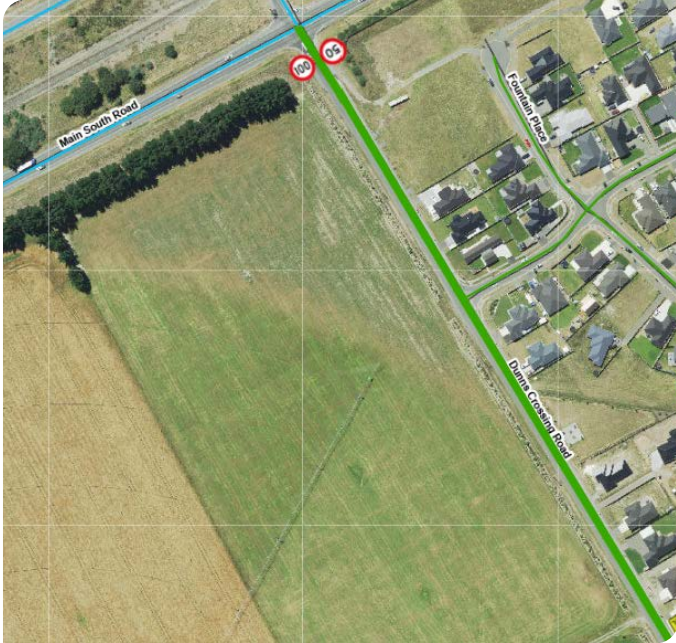
Urban Development: Permanent 60km/h



Dunns Crossing Road, Rolleston

Current Speed: 60km/h

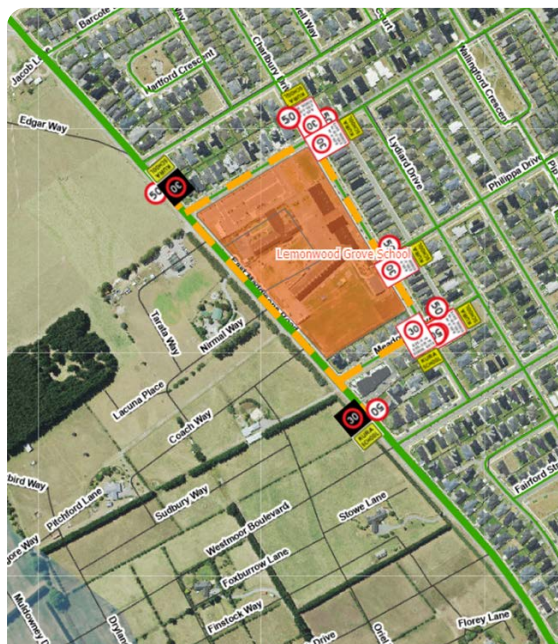
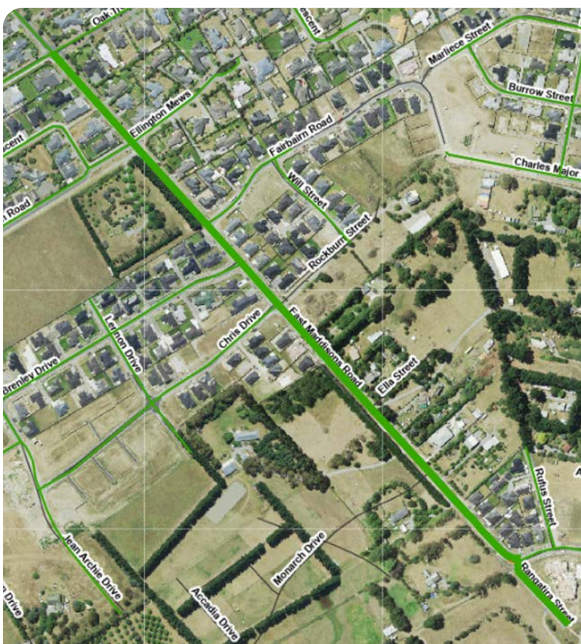
Urban Development: Permanent 50km/h



East Maddisons Road, Rolleston

Current Speed: 60km/h

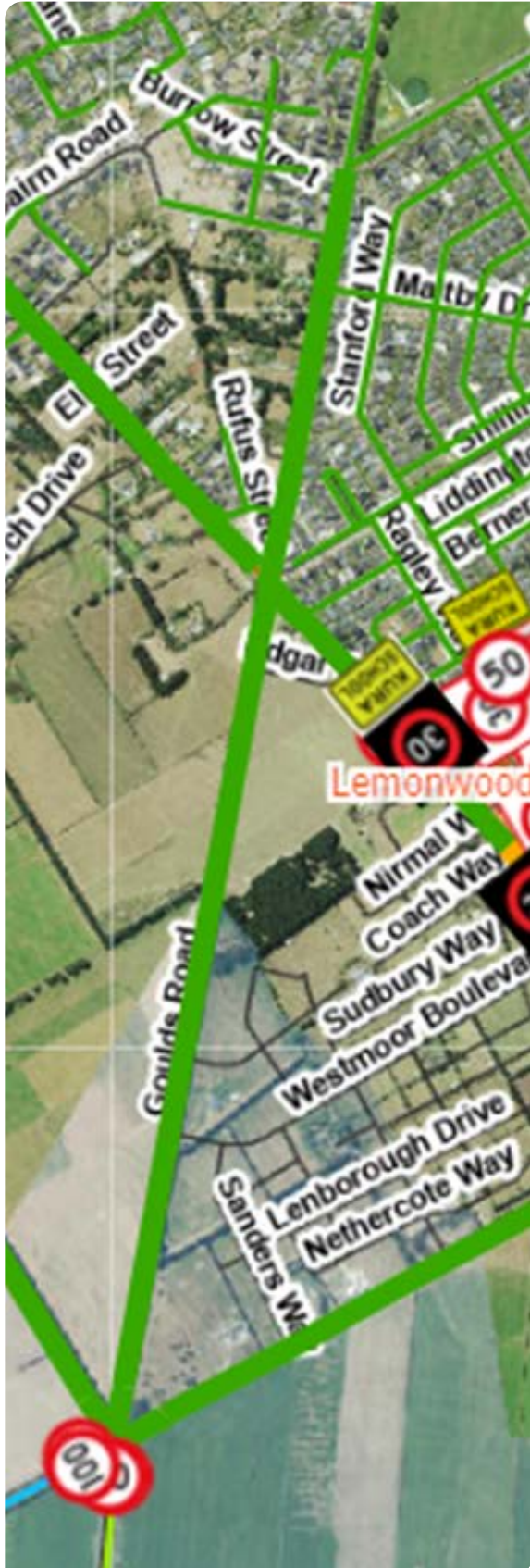
Urban Development: Permanent 50km/h



Goulds Road, Rolleston

Current Speed: 60km/h & 80km/h

Urban Development: Permanent 50km/h



Leadleys Road, Prebbleton

Current Speed: 80km/h

Urban Development: Permanent 60km/h



Levi Road, Rolleston

Current Speed: 60km/h

Urban Development: Permanent 50km/h



Lincoln Rolleston Road, Rolleston

Current Speed: 60km/h

Urban Development: Permanent 50km/h

Nobeline Drive, Rolleston

Current Speed: 80km/h

Urban Development: Permanent 50km/h



Selwyn Road, Rolleston

Current Speed: 60km/h

Urban Development: Permanent 50km/h



Telegraph Road, Darfield

Current Speed: 100km/h

Urban Development: Permanent 60km/h



Tosswill Road, Prebbleton

Current Speed: 60km/h

Urban Development: Permanent 50km/h



Trices Road, Prebbleton

Current Speed: 60km/h

Urban Development: Permanent 50km/h



Waimakariri Gorge Road, Selwyn

Current Speed: 100km/h

Waimakariri Gorge Bridge: Permanent 30km/h



